

Aruba Esso News

VOL. 21, No. 16

PUBLISHED BY LAGO OIL & TRANSPORT CO., LTD.

July 30, 1960

Jersey Standard Loses \$76.4 Million in Cuba

A token supply of Russian crude oil was transported to Essosa's Belot Refinery in Cuba July 1. When the offer to run it was rejected by company officials, armed Cuban guards took over the plant and formal intervention was effected, based on a decree issued the previous day. This intervention by the Cuban government included all properties of the Standard Oil Company (N.J.) affiliate in Cuba, both refining and marketing, valued at approximately \$50 million. In addition, Esso Cuba was in debt to Esso Export for \$26.4 million for crude oil imported from Venezuela. The intervention was parallel in all essential details to that experienced by the other two foreign oil companies having refineries in Cuba.

In a harshly-worded note to the Cuban government, the United States Ambassador to Cuba, Philip W. Bonsal, said, "... in viewing the history and record of these (United States) companies, and apart from legal considerations, my Government regards the actions taken against them as a violation of accepted standards of ethics and morality in the free world."

The vigorous protest cited the actions as arbitrary and inequitable, without authority under Cuban law, and contrary to the commitments made to the two American-owned companies, Essosa and Texaco.

The U.S. note reminded the Cuban government of the valuable contributions made to the Cuban economy by the American oil companies over the past fifty years. It said that the assertion made to the companies that they were legally obligated to refine Russian petroleum under terms of the Mineral Fuel Law of 1938 was without basis inasmuch as the law was intended to apply solely to the refining of petroleum drawn from Cuban soil.

Cites 1954 Law

The American Ambassador to Cuba went on to mention the Law Decree of 1954 under the provisions of which the refineries intervened and seized were constructed or enlarged at great cost. The law established a special, non alterable twenty-year regime for the refineries qualifying under this law and expressly provided that such refineries were to be exclusively governed by its provisions. "Nowhere in these provisions or in the regulations issued thereunder is there any requirement that these refineries process Government crude oil of any kind." The note went on to say that the enlargement of Essosa's refinery in 1957 es-

Seis Homber Ta Recibi Premio di 30 Anja Juli 13

Un variedad di habilidad y un periodo total di empleo di casi dos siglo a worde representá na un reunion special di management staff Juli 13 ora seis empleado di Lago a worde honrá pa hecho cu nan cumpli trinta anja di servicio cu compania. E emblema y certificadonan di servicio a worde presentá na un verfdó, electricista, yard man, pipefitter, miembro di management staff y process foreman, kende hunto a acumula 180 anja di empleo na Lago y compania pariente.

E huespednan special di honor tabata Francisco N. Webb, pipefitter A den pipe craft; Ciriaco Geerman, painter B den paint craft; Natalio Brito, corporal C den yard craft, y Simon E. Werleman, foreman den electrical craft, tur di Mechanical Department; George G. Flaherty, process foreman den Process-Catalytic

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tablished that such action was undertaken with the understanding that the company had the right to supply and refine its own crude oil.

Several days after the intervention, Standard Oil Company (N.J.) expressed its feelings and issued this message to the free world's tanker owners and brokers:

"The Standard Oil Company (N.J.) and its affiliates, with respect to future commitments, will take into consideration whether tanker owners are selling or contracting tankers to the Russians for any trade, and will also take into account in the future which ship brokers are dealing in tankers for the transport of Russian Black Sea oil."

Dubbed Illegal

Thus a new light was put on the intervention, dubbed illegal by the Government of the United States. Prime Minister Castro desperately needs tankers to bring to Cuba the oil paid for by bartered Cuban sugar.

When the Castro government came into power Jan. 1, 1959, Esso Cuba's debt to Esso Export was current. Twelve months later, at the end of 1959, exchange restrictions had caused it to rise to approximately \$15.3 million. This rose to \$26.4 million at the time of intervention.

During these eighteen months a variety of problems were created for the Jersey affiliate by various governmental entities, but patient efforts were made to solve these despite an ever increasing disposition on the part of the government not to recognize rights and practices which had been in effect for years. Matters came to a head between late April and July 1 because of the two concurrent difficulties, one, the continuously increasing debt to Esso Export and, two, the demand by the government that crude oil other than that from Essosa's suppliers be run at the Belot Refinery. It soon became apparent that no further payments could be expected on the pending debt when the Jersey Standard affiliate refused to refine Russian crude.

New Esso Affiliate Incorporated June 27 In Bahama Islands

Esso Standard Oil S.A. Ltd. has been incorporated in the Bahama Islands and will acquire all of the assets of Esso Standard Oil S.A. with the exception of those located on the island of Cuba. The new corporation was formed June 27, three days before the Cuban government "intervened" in the operations of Essosa.

The Administrative Office of the new company will continue to be in Coral Gables, Florida, at the same address as formerly used by Esso Standard Oil S.A. (Essosa).

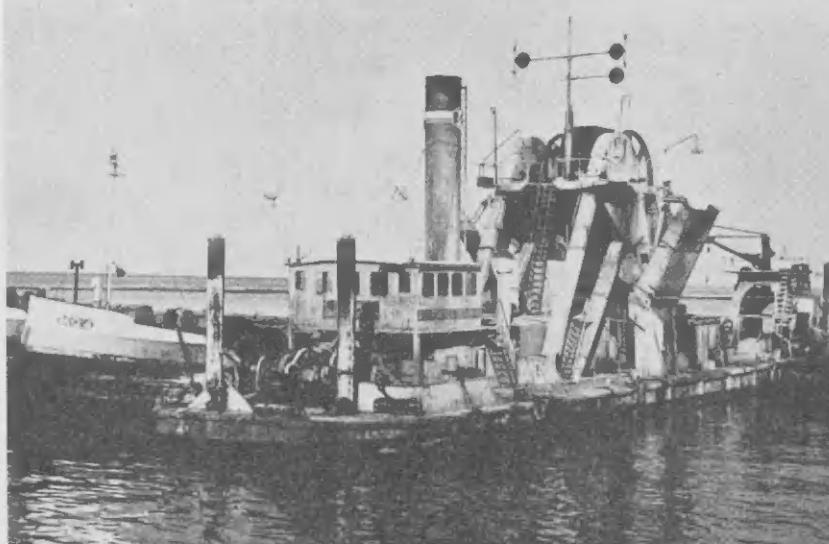
Jersey Standard A Perde Hopi Milion na Cuba

Un cargo chikito di crudo Ruso a worde ransportá pa Essosa su refineria di Belot na Cuba Juli 1. Ora n ofrecio pa corre'le a worde rechazá door di oficialnan di compaia, algun warda armá a tuma over e planta y intervencion formal a worde efectuá, basá ariba un decreto promulgá e dia anterior. E intervencion aki door gabineto di Cuba tabata encerra tur propiedad di Standard Oil Company (N.J.) su afiliado na Cuba, tanto refinacion como ventas, valúa na mas of menos \$50 milion. Ademas, Esso Cuba tabata debe Esso Export \$26.4 milion pa crudo importá for di Venezuela. E intervencion tabata paralelo den tur detaya esencial na esun experimentá door di dos otro compaia estranhero di azeta cu tin refineria na Cuba.

Den un nota scirbi den palabro fuerto y dirigi na gabineto Cubano, Embajador di Estados Unidos na Cuba, Philip W. Bonsal, a bise "..... teniendo na cuenta historia y record di e companian (Americano) aki, y aparte di consideracionan legal, mi gabineto ta considera e accionan tumá contra nan un violacion di normanana aceptá di ética y moralidad den mundo liber."

E protesta vigoroso a cita e acion como arbitrario y inhusto, sin autoridad bao de ley Cubano, y contrario na e compromisionan haci na e dos companian Americano, Essosa y Texaco. En efecto, protestan diplomatico Ingles y Holandes tocante intervencion di Shell tabata

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THE BUCKET dredger Rhea puts finishing touches on the Fls. 3,000,000 San Nicolas Harbor dredging operation which was completed July 30. Entrance channels were dredged to a forty-five foot depth and the general harbor area was deepened to forty-two feet.

E DRAGA estilo di emchi Rhea ta pone ultimo toque na e proyecto di dragamento den haaf di San Nicolas, cual ta costa Fls. 3,000,000 y cu a keda cla Juli 30. Entradanan di e canalnan a worde cobá te cuarenta y cinco pia di profundidad y e area general, cuarenta y dos pia.

Nine Will Join Retiree Ranks In Near Future

Four long-service Lago employees left earlier this month for subsequent retirement. Five more men, with equally impressive service records, will join the annuitant ranks Aug. 1. Hubert E. T. McMillan, cleanout corporal in Mechanical-Yard, left July 10 while Ricaldus A. Kelly, crane operator II in Mechanical-Garage; Alberto Besaril, cleanoutman in Mechanical-Yard, and Ernest W. Hassel, transportation helper A in Mechanical-Garage and Transportation, left July 11, all retiring in the near future. Aug. 1 retirees will be Cayetano D. Manuela, janitor in the Medical Department; Federico H. Kock, boilermaker helper A in Mechanical-Boiler; Dominico Rasmijn, carpenter B in General Services-Operations Division-Crafts; Jesus Gomez, rigger helper A in Mechanical-Yard, and Jacinto Vries, pipefitter helper A in Mechanical-Pipe.

The total service of the nine men adds up to slightly more than 230 years. Average service of each is a quarter of a century.

Mr. McMillan started with Lago Aug. 6, 1929, as a laborer in Process-Cracking. He was promoted to stillcleaner A in 1939 and chamberman in 1945. He transferred to Mechanical-Yard as a chamberman in August, 1947, and was promoted to cleanout corporal in July, 1953.

Started As Stevedore

Mr. Kelly joined the company Sept. 18, 1941, as a laborer D in Mechanical-Yard. Through a series of promotions he advanced to corporal C in 1944 and crane operator B in the same year. He transferred to Mechanical-Garage in August, 1946, as a crane operator II.

Mr. Besaril started his Lago career Oct. 16, 1929, as a stevedore. He served as a laborer in Mechanical-Pipe, masons craft and dry dock before transferring to Mechanical-Yard in September, 1954. He was promoted to cleanout helper in 1954, cleanoutman B in 1956 and cleanoutman in 1957.

Mr. Hassel joined Lago Feb. 13, 1931, as a janitor then became a painter in the dry dock. From 1932 to 1936 he was a watchman C and B in the Lago Police Department then returned to dry dock in 1945. He transferred to Mechanical-Garage and Transportation as a labor helper A in March, 1948, and became a transportation helper A in December, 1956.

Mr. Manuela started his company service March 6, 1934, as a sailor in

the Esso Transportation Company, Ltd. He was promoted to quartermaster in 1942 and bosun in 1943. He transferred to the Medical Department in October, 1954, as a

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H. McMillan



R. A. Kelly



A. Besaril



C. D. Manuela



F. H. Kock



D. Rasmijn



J. Gomez



J. Vries

Lago's Harbor Dredging Project Finished Today

The fourth major dredging operation in San Nicolas harbor was completed today. A total of 1,280,000 cubic yards of spoils, including approximately 50,000 cubic yards of rock, were removed by cutter suction and bucket dredgers of the Amsterdam Ballast Company and towed far out to sea. The Fls. 3,000,000 project enables Lago to match

have been deepened to forty-five feet and the deep-water area on the south side of the harbor has been extended by removing a portion of the reef at its widest point. In addition, basins at both No. 1 and No. 4 Finger Piers have been dredged longer and deeper.

Previous entrance channel and main harbor depths had been forty feet. These depths were achieved in a 1954 dredging project that cost Fls. 2,500,000. The project started in November, 1954, and was completed twenty-three months later. In 1937 the West Entrance was blasted open. First dredging operations in the harbor took place in 1925 when the East Entrance channel was cut.

With the completion of this latest dredging project, the main harbor has been dredged to a forty-two-foot depth, the two entrance channels

ARUBA ESSO NEWS

Printed by the Aruba Drukkerij N.V., Neth. Ant.
PUBLISHED EVERY OTHER SATURDAY, AT ARUBA, NETHERLANDS
ANTILLES, BY LAGO OIL & TRANSPORT CO., LTD.

A Modern Hans Brinker

Children of many lands have heard the legendary story of Hans Brinker, the little Dutch boy who spotted the hole in the dike. If you can go that far back in your childhood memories you'll recall that Hans' keen eye and quick action kept the Zuider Zee from flooding the lowlands of Holland. Even though the story is a fable it strikes a moral note.

A modern-day Hans Brinker at Lago is Julio Croes, senior engineering assistant in TSD-Equipment Inspection Group, who didn't exactly spot a hole in a dike. Instead, and more important to Lago, he spotted a crack in the supporting skirt of a 245-foot refining tower — a defect that could have led to a disaster.

Had Julio not been curious the morning of July 4 and had the crack not been discovered, the tower could have toppled like a giant northern pine tree, leaving total destruction in its wake.

Julio, who has spent twenty-three of his thirty-six years of age as a Lago employee, made his highly-important discovery by keeping both his ears and eyes open. He had overheard EIG engineers discuss the tower's eye-stopping oscillation when winds were brisk. On the morning of July 4 it appeared to be swaying more than ever. On his own initiative, Julio decided to go over to the area and take a look. It may have been the most important decision in his young life. As the tower swayed he could see a definite crack in the one-inch thick bottom head adjacent to the skirt weld. Julio quickly reported his discovery. The tower was secured to surrounding towers with steel cables and EIG men went to work to determine the extent and seriousness of the crack.

After cleaning, magnafluxing and gouging, they discovered the crack ran nearly two-thirds the circumference of the bottom head and was as much as seven-eighth-inch deep on the south side! The crack was completely removed, the welded seam was remade and the original high stress point, which probably caused the crack, was eliminated by properly contouring the finished weld.

As an equipment inspector, Julio is trained to look for trouble spots. But in this case his actions were above and beyond his regular duties. He went out of his way to check a possible safety hazard. Every employee should heed this incident. When on the job don't confine your thoughts and actions to just the job at hand. Look around, be inquisitive, be curious like Julio. By looking out for the other fellow, and valuable company installations, you will be contributing to the overall safety and welfare of everyone.

Un Hans Brinker Moderno

Muchanan di hopi pais a tende e storia legendaria di Hans Brinker, e hobencito Holandes cu a descubri e buraco den un dijk. Si bo por hiba bo memoria asina leuw den bo hubentud, bo por recorda cu e vista skerpi y accion rapido di Hans a preveni cu Zuiderzee a inunda Holanda. Maske e storia ta un fabula, e tin un nificacion cu ne.

Un Hans Brinker moderno na Lago ta Julio Croes, senior engineering assistant den TSD-Equipment Inspection Group, kende no exactamente a descubri un buraco den dijk. Mas importante pa Lago, Julio a ripara un kraak den e aguante di un toren di refinacion 245 pia halto — un defecto cu por a causa un desastre. Si Julio no tabata asina alerto e mainta aki di Juli 4 y si e kraak no a worde descubri, e toren por a basha abao manera un pino halto causando gran destrucción.

Julio, kende a pasa binti-tres di su trinta y seis anja di edad como empleado di Lago, a haci su descubrimiento valioso cu tanto su wovo como su horea habri. El a tende ingenieronan di EIG discuti e oscila-

(Continua na pagina 8)



F. N. Webb



C. R. Greene



N. Brito



C. Geerman

Six Receive Thirty Year Awards

A variety of skills and an employment span of nearly two centuries were represented at a special management staff meeting July 13 when six Lago employees were honored for having attained thirty years of service with the company. The coveted service emblems and certificates were awarded to a painter, electrician, yard man, pipefitter, management staff member and process foreman who together have accumulated 180 years of employment with Lago and the parent company.

These special guests of honor were Francisco N. Webb, pipefitter A in the pipe craft; Ciriaco Geerman, painter B in the paint craft; Natalio Brito, corporal C in the yard craft, and Simon E. Werleman, foreman in the electrical craft, all of the Mechanical Department; George G. Flaherty, process foreman in Process-Catalytic and Light Ends, and Charles R. Greene, superintendent of the Technical Service Department.

The thirty-year emblems and certificates were presented by F. C. Donovan, acting general manager, who greeted the long-service men by saying, "We are extremely pleased to have you and your associates present at this special management staff meeting and to have this date set aside so we can meet you and hear about your individual histories with the company."

Mechanical Superintendent J. R. Proterra first outlined the career of Mr. Webb who, he said, had worked in Cuba and for Shell in Curaçao before joining Lago. "Mr. Webb, known as Chico to his friends," said Mr. Proterra, "was in Cuba in 1916. He worked on locomotives and it was heavy hand work. He worked in Curaçao for Shell then started with Lago Feb. 10, 1930, in Mechanical-Yard. He says that work at Lago is a lot easier than his Cuban job because he has machines to do the

lifting." Mr. Proterra went on to say that Mr. Webb transferred to Mechanical-Pipe in 1933 where he has since remained. He was advanced through the ranks to pipefitter A in December, 1938.

Of Mr. Geerman, Mr. Proterra said he has been in the paint craft all his thirty years with the company. "He likes big jobs," Mr. Proterra said, "the bigger the better. He was a field painter and also painted with the stack gang but likes his present job of spray painting best." Mr. Geerman came to Lago June 17, 1930. He became a painter C in 1936 and was promoted to painter B in 1945.

Mr. Brito, known as Nato, once worked with pearl divers off the island of Marguerita. After that he went to the oil fields of Lake Maracaibo where he heard about Aruba. "During his years as a stevedore," said Mr. Proterra, "Nato handled a lot of cargo. The ideas he and his friends George Arends worked up fifteen years ago make the job a much easier one today." Mr. Brito joined the company Aug. 5, 1928, as a stevedore in Mechanical-Yard. In 1942 he was promoted to laborer B and he became a corporal C in 1948.

Helped Build Road

Mr. Werleman helped build the main refinery road when he was a Mechanical-Garage employee, said Mr. Proterra. The thirty-year employee's prematurely gray hair belies his forty-eight years of age and athletic prowess. A father of five children and a grandfather as well, Mr. Werleman joined Lago Oct. 29, 1929, as a laborer in TSD-Laboratories. He was in Mechanical-Garage from 1932 until 1935. Mr. Werleman became a Mechanical-Electrical employee in February, 1935, and advanced through the ranks to electrician A and subforeman A. In May, 1951, he was named a foreman.

Acting Process Superintendent K. E. Springer outlined the history of Mr. Flaherty. He said that Mr. Flaherty was first employed at the Bayway Refinery of Standard Oil Company (N.J.) May 14, 1930. "He decided to look for greener pastures during the depression years," said Mr. Springer, "so he chose the Caribbean area and Aruba." Mr. Flaherty joined Lago July 12, 1932, as a stillman helper second class in Process-Cracking. After tours of duty in Light Oils Finishing, the Pressure Stills and Hydro Poly, Mr. Flaherty transferred to Bayway in October, 1938. He returned to Aruba in March, 1944, as an operator in Catalytic and Light Ends. He became an assistant shift foreman in 1948, shift foreman in 1951 and process foreman in 1955. "More than once," Mr. Springer said, "his remarkable patience solved difficult on-the-job problems. He is the type we need in Process."

G. L. MacNutt, acting general superintendent, gave a brief history of Mr. Greene's Lago career. "It has been my pleasure to work with Charles Greene and I'm sure that members of all those departments who have worked with him share my opinion," Mr. MacNutt said. He went on to relate that Mr. Greene and his associates were the key people in bringing the then radical combination unit process to Lago and ultimately making it a process accepted throughout the world. "Many of the processes he introduced are referred to as a 'Charlie Greene' process which is a tribute to his contributions over the years," Mr. MacNutt added. Mr. Greene came to Lago June 5, 1930, as an engineer. Through a series of promotions he became chief chemical engineer in August, 1945. In June, 1958, he was named superintendent of the Technical Service Department.



S. E. Werleman

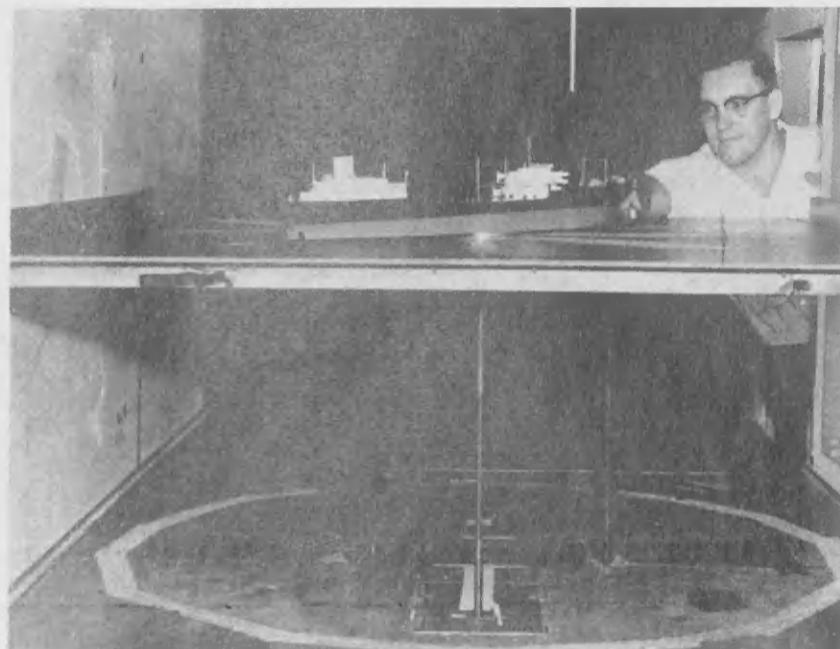


G. G. Flaherty



A TECHNICIAN at the Davidson Laboratory of the Stevens Institute of Technology tests a sixty-inch-long wooden model of a 73,000 deadweight-ton tanker in a special "wave-maker" tank.

UN TECNICO na Davidson Laboratory di Stevens Institute of Technology ta haci un prueba cu un modelo di palo sesenta duim largo di un tanker di 73,000 ton peso morto den un tanki di awa.



A SCALE model of a 37,800 deadweight-ton tanker is positioned on a platform inside a wind tunnel. Simulated winds up to 110 miles an hour buffeted the little vessel.

MINIATURA DI un tanker di 37,800 ton di peso morto ta stacioná ariba un plataforma den un tunnel di biento. Bientonan simulá te na un velocidad di 110 milla pa ora ta bati e bapor chikito.

Trinta Anja di Servicio

(Continua di pagina 1)

tic & Light Ends, y Charles R. Greene, superintendente di Technical Service Department.

E emblema y certificadonan pa trinta anja di servicio a worde presentá door di F. C. Donovan, gerente general interino, kende a saluda e hombernan di largo servicio bisando, "Nos ta masha contento cu boso y boso companjeronan ta presente na e reunion special aki di management staff, y di por a reserva e fecha aki, pa encontrar boso y tende tocate boso historianan individual cu compania."

Superintendente di Mechanical

Superintendente di Mechanical Department J. R. Proterra promer duna un relato tocante carrera di Sr. Webb, kende el a bisa, a traha na Cuba y pa Shell na Curaçao promer cu el a bini Lago. "Sr. Webb, conoci cerca su amigonan como Chico," Sr. Proterra a sigui bisa, "tabata na Cuba na 1916. El tabata traha cu locomotief y tabata trabao duro di man. El a traha na Curaçao pa Shell y despues a cuminza cu Lago Feb. 10, 1930, den Mechanical Yard. El ta bisa cu trabao na Lago ta mucho mas liviano cu na Cuba pasobra aki ta mashien ta hiza." Sr. Proterra a sigui bisa cu Sr. Webb a transferi pa Mechanical-Pipe na 1933 unda el a keda tur e tempo. El a avanza door di ranganon pa pipefitter A na December 1938.

Tocante Sr. Geerman, Sr. Proterra a bisa cu el tabata den paint craft durante henter su carrera di trinta anja cu compania. "El ta gusta trabao grandi," Sr. Proterra a bisa, "mas grandi, mejor. El tabata field painter y tambe el a traha den stack gang, pero el ta gusta mu trabao ac-

tual di sputi mas hopi." Sr. Geerman a bin Lago Juni 17, 1930. El a bira painter C na 1936 y a worde promoví pa painter B na 1945.

Sr. Brito, conoci como Nato, un tempo tabata traha cu sambuyadoran di perla dilanti isla Marguerita. Despues di esey el a bai pa camponan di azeta na Lago Maracaibo unda el a tende tocante Aruba. "Durante su anjanan como trahador ariba waaf," Sr. Proterra a bisa, "Nato a traha cu un cantidad di carga. E idea cu el y su amigo George Arends a trece padilanti diez-cinco anja pasá ta haci a trabao mucho mas facil awe," Sr. Proterra a bisa. Sr. Brito a cuminza traha cu compania Aug. 5, 1928, come stevedore den Mechanical-Yard. Na 1942 el a worde promoví pa laborer B y na 1948 el a bira corporal C.

Sr. Werleman a yuda traha e camina grandi den refineria tempo cu el tabata empleado di Mechanical-Garage, Sr. Proterra a bisa. E cabei prematuramente blanco di e empleado aki ta sconde e hecho cu ta solamente cuarenta y ocho anja el tin y su disposicion atlético. El a sinja hunga baseball na Cuba y el a yega di hunga na Aruba y Curaçao. "Mi ta corda bon ainda di a yega di hunga contra dje," Sr. Proterra a bisa. Un tata di cinco yu y un abuelo caba a la vez, Sr. Werleman a cuminza traha na Lago Oct. 29, 1929, como laborer den TSD-Laboratories. El tabata den Mechanical-Garage for di 1932 te 1935. Sr. Werleman a bira empleado di Mechanical-Electrical na Februari 1935, y a avanza door di ranganon pa electrician A, y subforeman A. Na Mei 1951 el a worde nombrá superintendente di

Superintendente interino di Process, K. E. Springer, a duna un relato

Technicians Test Toy Tankers

Wooden Models Buffeted by Lab Winds and Waves

Small wooden models of giant oil tankers have played an important role in laboratory tests to determine the effects of winds and waves on their ocean-going counterparts. Buffeted by simulated winds of hurricane force and tossed about by "seas" proportionate to full-blown gales, the tiny ships supplied technicians with data that may serve as the basis for new designs for the piers and moorings of the future. The scale models were hammered by the laboratory-created winds and waves in a test program completed by the Esso Research and Engineering Company.

The wind tunnel tests showed that forces created by wind blowing against the side of a tanker usually have been over-calculated. These forces determine the strength and, therefore, the cost of a pier. A 10 per cent reduction in a large pier's cost, for example, could result in a saving of more than \$50,000 or Fls. 95,000.

Simulated Ocean Waves

The tanker models were also tested in a laboratory tank where ocean waves could be simulated. Information from these tests is being evaluated by engineers for predicting more accurately the effects of wave forces on tankers moored in open water.

Data from both wind tunnel and tank tests will enable Esso engineers to reduce the investment required to construct highly efficient marine facilities for affiliates of Standard Oil Company (N.J.).

The incentives for reaching new peaks of efficiency in designs of tanker-berthing facilities are constantly increasing as the trend towards larger tankers continues. In 1948, tankers that could carry 26,000 tons were called "supertankers." Now, tankers with cargo-carrying capacities of 100,000 tons — tankers longer than the largest luxury liners — are being built.

In some areas of the world, the big tankers must be moored far from shore since traditional harbors and channels are too shallow. Engineers felt more basic information was needed for designing types of offshore moorings to withstand forces encountered during turbulent storms.

Tank testing of a sixty-inch-long wooden model of a tanker capable of carrying 73,000 tons was done for Esso engineers at the Davidson Laboratory of the Stevens Institute of Technology in Hoboken, New Jersey. The model was moored by a single hawser to an electronic device which relayed stresses and strains to recording instruments. Waves as high as twenty-seven feet and as long as 615 feet were simulated in the tank by a system of motor-driven con-

Researchers Seek Improved Piers, Mooring Designs

necting arms and levers.

Wind tunnel tests were performed for Esso at the James Forrestal Research Laboratory of Princeton University. The model used was a thirty-nine-inch-long version of a tanker capable of carrying 37,800 tons. In a score of positions varying from bow-into-wind to broadside-to-wind, the scale model was subjected to winds up to 110 miles an hour. A system of balance rods and control levers transferred the stresses and strains on the little vessel to instruments on a control panel where the readings were recorded.



PRIOR TO a wind tunnel test, the above-water section of the model is being lowered onto the section that would be below water when the tanker is carrying a full load. This is a "with cargo" test.

PROMER CU e prueba den e tunnel di biento, e parti di e modelo cu ta keda ariba awa worde bahá den e parti cu ta keda bao awa ora e tanker ta completamente cargá. Esaki ta un prueba cu carga.

Modelonan A Pasa nan Castigo den Laboratorio

Modelonan chikito di palo di gigantesco tanqueran di azeta ta hunga un papel importante den testnan di laboratorio pa determina e efecto di biento y ola ariba nan partenán opuesto cu ta bai lamar grandi. Azotá door di bientonan simulá cu forza di horcán y golpeá door di olanan manera di un tempestad real, e botonan chikito aki ta duna tecniconan e informacion ne-

cesario cu por sirbi como base pa diseño nobo den futuro pa piers y lugarnan di mara. E modelonan minatura a pasa nan amargura den biento y ola den un laboratorio como parti di un programa di prueba completa door di Esso Research and Engineering Company.

E pruebanan den e tunnel di biento a indica cu forzanan criá door di biento suplando contra canto di un tanquero generalmente a worde exagerá. E forzanan aki ta determina e solidez y, pesey, costo di un pier. Un rebaho di diez por ciento den costo di un pier, por ejemplo, por resulta den un spaarmento di mas de menos \$50,000 of Fls. 95,000.

E modelonan di tanquero a worde getest tambe den tanki di un laboratorio unda olanan di lamar por worde simulá. Informacion di e testnan aki ta worde evaluá door di ingenieronan pa pronostica cu mas certitud e efectonan di forza di ola ariba tanqueran mará den lamar habri.

Informacion tanto di pruebanan den tunnel di biento como den tanki di awa, lo haci cu ingenieronan di Esso por reduci e inverticion requiri pa construi facilidadnan marítimo di eficiencia halto pa afiliacionan di Standard Oil Company (N.J.).

E incentivonan pa alcanza puntos di eficiencia den diseño di facilidadnan pa tanqueran mara ta worde aumentá constantemente segun e tendencia pa tanqueran mas grandi ta sigui. Na 1948, tanqueran cu tabata carga 26,000 ton tabata "super-tanquero." Awor, tanqueran cu capacidad di 100,000 ton mas largo cu a bapornan luhoso

di pasagero di mas grandi — ta worde diseña y construi.

Den algun parti di mundo, e tanqueran grandi mester mara leuw for di costa como haaf y canalnan tradicional no ta bastante hundo. Ingenieronan tabata di opinion cu tin mester mas informacion basico pa diseña facilidadnan di mara pafor di costa cu ta capaz pa resisti forzana violenta durante condicionnan turbulente di tempestad.

Testmento den tanki di un modelo di palo sesenta duim largo di un tanquero capaz pa carga 73,000 ton a worde haci pa ingenieronan di Esso na Davidson Laboratory of Stevens Institute of Technology na Hoboken, New Jersey. E modelo a worde mará cu un solo cabuya na un aparato electronico cual tabata relaya forza y tension na instrumentonan cu ta registra. Olanan te binti-siete pia di altura y te 615 pia di largura a worde simulá den e tanki door di un sistema di braza y levers conectá na otro y movi cu motor.

Testnan den tunnel di biento a worde haci pa Esso na James Forrestal Research Laboratory of Princeton University. E modelo cu a worde usá tabata un version di trinta y nuebe duim di un tanquero cu ta capaz pa carga 37,800 ton. Den varios posicion variando for di cabez pa biento te costia completo den biento, e modelo a worde sumeti na bientonan te 110 milla pa ora. Un sistema di barra di balance y braza di control tabata transferi e tension y forzanan ariba a bato chikito pa instrumentonan ariba un panel di control unda e cifranan ta worde registrá.



THE SMALL membership of the Church of Christ saved for five years for funds to build their Fls. 35,000 church. E GRUPO chikito di miembran di Church of Christ a spaar cinco anja largo pa obtene fondo pa traha nan misa di Fls. 35,000.



A DEDICATION day program is handed to Mrs. B. J. Helms, accompanied by her daughter Sharon. UN PROGRAMA di dia di dedicacion ta worde entregá na Sra. B. J. Helms.



SPEAKERS AT the July 10 dedication ceremonies were, left to right, David Caskey, C. A. Brown, minister, and J. M. Shaver. ORADORNAN NA e ceremonianan di dedicacion Juli 10 tabata, robez pa drechi, David Caskey, C. A. Brown y J. M. Shaver.

The Church That Faith Built

Like the flower — its exciting colors once buried in the nucleus of a bare nondescript seed, a recently-dedicated house of worship in Aruba was nurtured and cultivated from the seed of faith until it became a reality. The edifice's mortar and cement, its glass and wood bloomed into a house of God Sunday, July 10, when members of the Church of Christ and guests filled pews and temporary seats to participate in the official dedication ceremonies. Some 200 well-wishers, including the congregation's twenty-five members and families, attended opening services of the new Fls. 35,000 structure.

For a few members, three families to be exact, it was the fulfillment of a void they strongly felt nearly seven years ago. It was then that the Shaver, Himes and Mullen families began meeting together in their Seroe Colorado homes where they read, studied and discussed the New Testament and held communion services. All had been members of churches of Christ in the United States and were brought together by the common bond of their strong faith. By 1955, newcomers of the faith brought the group's strength to eleven members. It was then that actual planning and a savings program for the building began. At first the members had a Fls. 10,000 structure in mind. But as needs and membership grew, outlines for the present building emerged.

The small membership grew. Each of the faithful gave what they felt they should. There is no tithing in the Church of Christ. Instead, every Sunday the members "lay by in store as they have been prospered" (1 Cor. 16:2).

As the years rolled by, their savings mounted. Expenses were kept to a minimum. Services were conducted by one of the members, J. M. Shaver, assistant comptroller at Lago, who is a lay minister. In 1956 the group began meeting each Lord's day at the Engineer's Club in Seroe Colorado. Membership and the building fund kept growing. A sixty-year lease from the government for the church's present site on Pastoor Hendrikstraat in San Nicolas was acquired in that year.

Services were moved to the

(Continued on page 8)



FINISHED TILE work for the Baptistry was laid by members of the church. It is behind the lectern. OBRA DI azulejo pa e bautisterio a worde poní door di miembran. E ta keda tras di e preekstoel.



THE NEW, modern edifice is located on Pastoor Hendrikstraat in San Nicolas, across the street from the Abraham de Veer School. Members did all interior work.

E EDIFICIO nobo moderno ta keda na Pas-toor Hendrikstraat na San Nicolas, net di-lanti Abraham de Veer School. Miembran a haci tur e trabao interior.



MEMBERS AND guests were led in song by F. H. Himes. Musical accompaniment is not used in churches of Christ. MIEMBRAN Y invitadan na e ceremonianan a worde guia den canto door di F. H. Himes. Acompanjamento musical no ta worde usá den Church of Christ.

E Kerki cu Fe A Traha

Mescos cu un flor, su colornan excitante un tempo scondi der nucleo di un simiya cu no por worde describi, un kerki reciente-mente dedicá na Aruba a worde lantá y cultívá for di e simiya di fe te ora cu el a bira un realidad. Cement y kalki pa e kerki, su glas y madera a florece den un cas di Dios Diadomingo, Juli 10, ora miembran di Church of Christ y invitadan a yena bankinan di kerki y stoelnan temporario pa participa den e cere-monianan oficial di dedicacion. Como 200 hende a bini pa partici-pa, incluyendo e binti-cinco miembran di e congregacion y nan familia, den habrimento di e kerki aki cu ta costa Fls. 35,000.

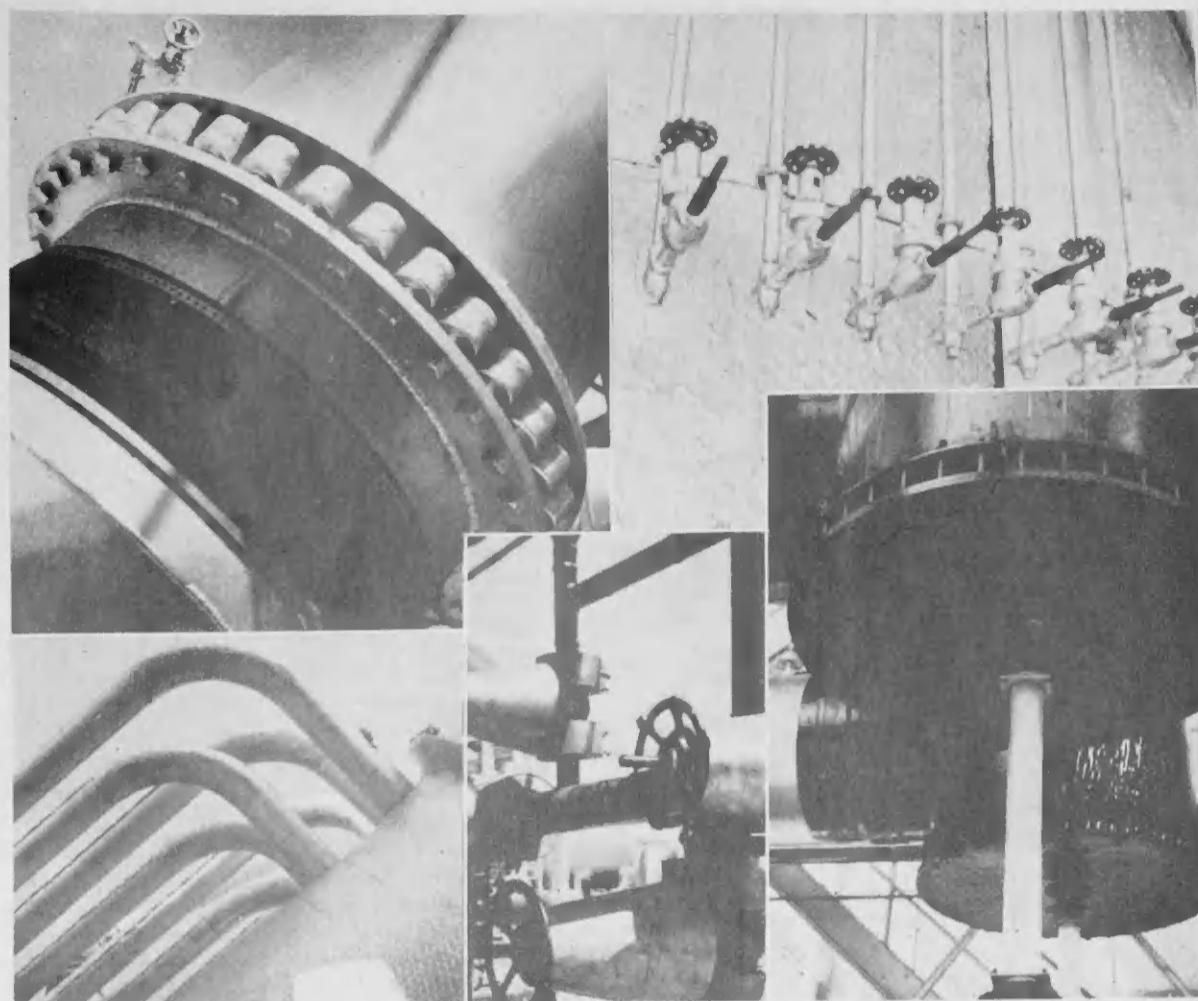
Pa algun miembro, tres familia pa ser exacto, tabata cumpli-miento di un deseо cu nan a sinti fuertemente pa casi siete anja. E tempo familiaran Shaver, Himes y Mullen a cuminza encontra regularmente na casnan na Seroe Colorado, unda nan tabata leza, studia y discuti Testamento Nobo y tabata tene servicionan comün. Tur tabata miembran di Church of Christ na Estados Unidos y a bini hunto door di a lazo común di nan fe firme. Pa 1955, algun miembro nobo a haci e grupo crece te diez-un miembro. Tabata e tempo cu planeamiento y spaamento en serio a cuminza. Promer, e miembran tabatin un edificio di

(Continua na pagina 7)

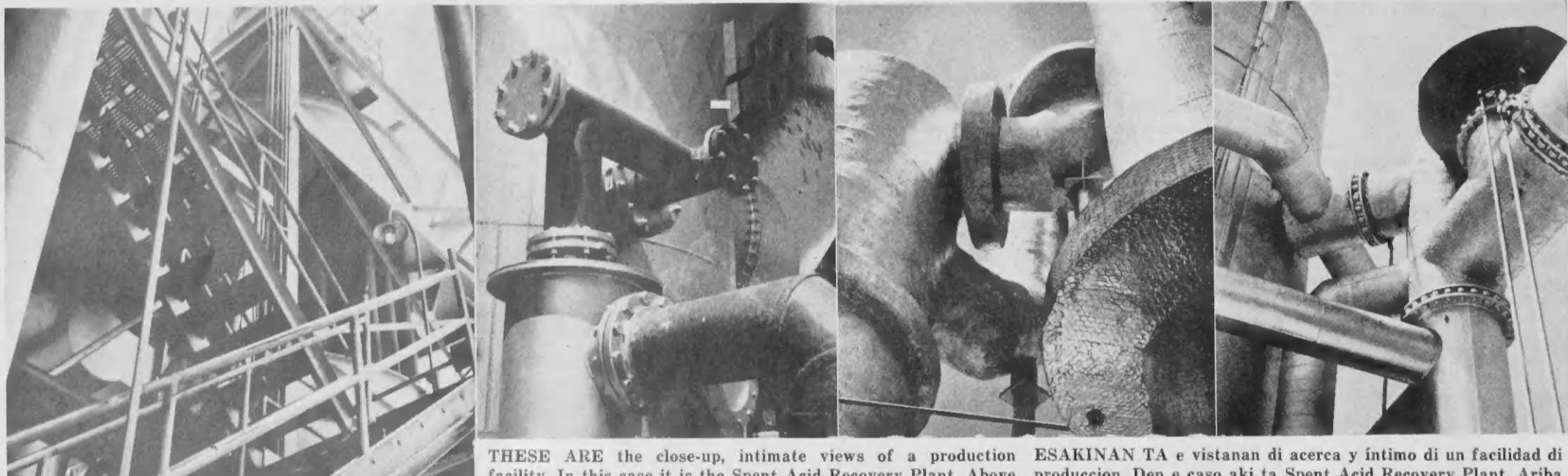


NEARLY 200 members and friends of the Church of Christ attended the dedication ceremonies. At the lectern is C. A. Brown who has been minister since 1959.

CASI 200 miembro y amigonan di Church of Christ a atende e ceremonianan di dedica-cion. Na preekstoel ta C. A. Brown kende ta dominée desde 1959. El ta di Dalhart, Texas.



WHERE THERE is function, there is design. A UNDA TIN función, tin diseño. Un miráda di fi- myriad of patterns spring to life on this unit. gura geométrico ta resalta ariba e planta aki.



ANGULAR STAIRWAYS intersect vertical columns. TRAPI ANGULAR ta intersecta columna vertical.

THESE ARE the close-up, intimate views of a production facility. In this case it is the Spent Acid Recovery Plant. Above is part of a gas scrubbing tower and in the center and at right are piping which sport bulky insulation.

ESAKINAN TA e vistanan di acera y íntimo di un facilidad di produccion. Den e caso aki ta Spent Acid Recovery Plant. Ariba tin parti di un gas scrubbing tower y den centro y na banda drechi tin e tubonan di e instalacion bultoso.

Vistanan den Refineria Ta Duna Patroochinan Varia

Plantanan den un refineria ta impresiona algun observador cu nan magnitud general — acompañementon di enginieria mirá den su totalidad. Y nan ta impresionante de berdad. Columnanan parce ta disparsen den e nubianan cu ta colga abao, tuberia den tur forma y configuracion ta troce over y door di e planan. Schoorsteen color di aluminio ta refleja den solo. Structura di un refineria ta un imagen de potencia cu un dia di trabao cu no ta caba nunca.

Pa otronan, esnan cu ta traha cerca di e planta, ta cargo un otro idea di dje. Nan relacion cu e planta ta un intimo. Cada un di e varios componente mester cumpli cu funcion specifico. Tuma por ejemplo Spent Acid Recovery Plant, retratá den detayos minuciosos ariba e paginanan aki, por exemplo. E amarra di un expansion joint por ta un retrato di repeticion, pero pa nan su funcion básico y masha importante ta pa controla vibracion di blower. Insulacion diki pintá color di planta tin un toque di surrealismo pa e observador ordinario, pero pa e operator esaki ta nifica reducimento di perdida di calor durante operacion, calor cu por ta te 2280 grado halto.

Capanan strana cu yama "cabez di kool" (y cu ta parce net asina) ta sali over di tubo, fila di valves ta pará na atencion, tubonan troci den figuraran geometrico — tur camina, mescos cu den tur mashien, funcion ta hiba na un diseño bunita.

Kiko ta socede en efecto den e planta aki? Fundamentalmente, e ta kima acido cachi-cachi for di Treating Plant y acido gastá den alkylacion. Den e proceso, e ta limpia e gasnan aki, recobra e SO₂ y, en cambio, ta traha for di esaki y acido blanco (H₂SO₄) cual ta worde usá door di Alkylation Plant.

E acido ta baj Alkylation Plant na 98 por ciento di forza y, despues di uso, ta worde mandá pa Treating Plant na 92 por ciento di forza. E planta aki den proceso ta gasta e acido mas leuw y despues ta mande'le cu tubo pa Spent Acid Recovery Plant unda cyclo ta cuminza un vez mas.

E variacion de temperatura den e proceso di recobramento ta entre e punto abao di 100 grado y e halto di 2280. Pa tene e calor paden, tubonan cu ta contene liquido cayente, gas of aire, promer ta worde cubri cu un sorto di material di lana. Ariba esaki ta worde cementá un material preto cu no ta laga awa pasa y e trabao ta worde completá cu un capa di verf di plata. Solamente acido blanco ta worde produci den e proceso di S.A.R. Den pasado, acida "preto" cu ta contiene carbon indeseable tabata worde produci. Awor e ta worde kimá durante e proceso cual ta resulta den e acido blanco (sin carbon) cu ta mas deseable.

Close-Up Views of Refinery Units Give Varied Patterns

Units in the refinery impress some observers with their overall magnitude — engineering achievements viewed as a whole. And impressive they are. Columns seem to reach for low-hanging stratus clouds, pipes of all shapes and configurations snake up, over and through the units. Silvery stacks mirror the sun. A refinery structure is a picture of power with its workday a never-ending one.

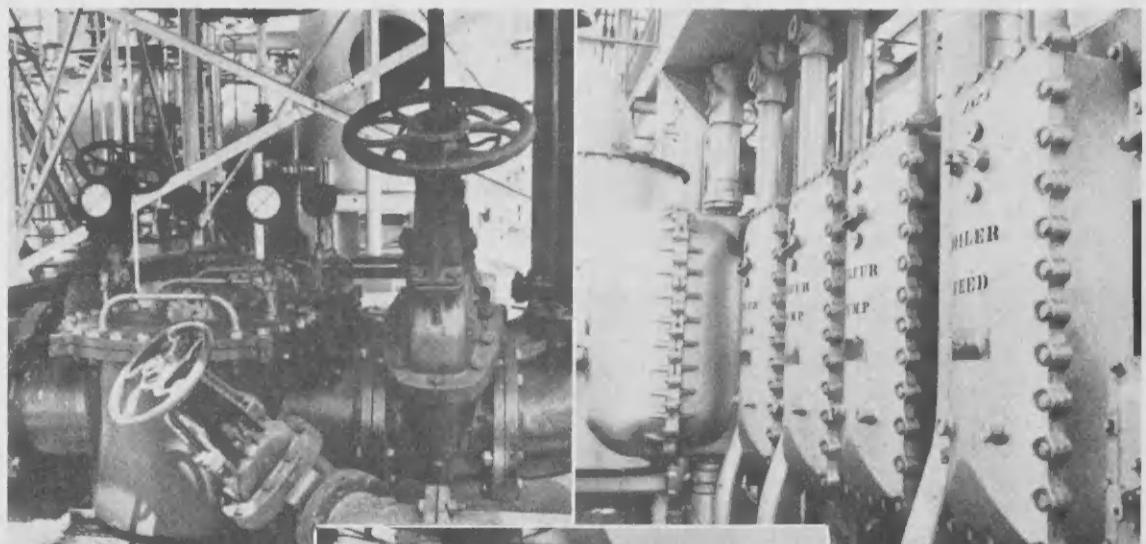
To others, the men who work closely with a unit, it's the close-up view they carry away. Their relationship with their unit is an intimate one. Each of the varied components must perform specific functions. Take the Spent Acid Recovery Plant, pictured in close detail on these pages, for an example. An expansion joint's fastenings may be a picture of repetition but to the S.A.R. worker its basic function is to control blower vibrations. Thick, silvery-painted insulation has a touch of surrealism to the ordinary viewer but to the operator it is a means of keeping down heat loss during operations, heat that may be as high as 2280 degrees.

Strange hoods called "cabbage heads" (and looking very much like their counterparts) jut over piping, rows of valves stand at never-ending attention, twisting pipe is woven into unusual geometric patterns — everywhere, as in anything mechanical, function leads to pleasant designs.

What actually goes on in the specific plant mentioned above? Basically, it burns sludge acid from the Treating Plant and spent alkylation acid. In the process it cleans up these gases, recovers the SO₂ and, in turn, manufactures from this a white acid (H₂SO₄) which is used by the Alkylation Plant. The acid goes to the Alkylation Plant at 98 per cent strength and, after use, is fed to the Treating Plant at 92 per cent strength. The latter plant spends the acid down farther in its process and then pipes it back to the Spent Acid Recovery Plant where the cycle begins once more.

The temperature ranges in the recovery process vary from a low of 100 degrees to a high of 2280. To keep the heat in, various pipes that handle hot liquids, gases and air were first covered with rock wool bats. A black water-proof material was then cemented to the rock wool and the job was completed with the application of a coat of silver paint.

Only white acid is produced in the S. A. R. process. In the past, "black" acid containing unwanted carbon was produced. It is burned during the process now which results in the more desirable white (uncarboned) acid.



SALT WATER strainers, electrical switch gear and hot gas piping present their own intricate shapes and forms. Valves cant at angles and switch gear boxes stand at never-ending attention. Piping, wearing a heat-sealing coat of silvery insulation, strikes off in various directions. Insulation is required to keep heat in, heat that may be as high as 2280 degrees farenheit.



STRAINERS DI awa salo, aparatonan electrico y tuberia di gas cayente ta presenta nan mes forma complicá. Valves ta gelein un banda y boxes di switch ta pará manera soldá na atencion. Tubería, cu un insulacion cu ta seya e calor rond di dje, ta sali den varios direccions. Insulacion ta requeri pa fene e calor paden, un calor cu por tin te 2280 grado fahrenheit.



THIS DRAMATIC photo by Reynold Jack, Public Relations Department, won him a fourth prize in a recent photo contest.

E FOTO dramático aki sacá door di Reynold Jack, Public Relations Department, n gana di cuatro premio pe den un concurso reciente.



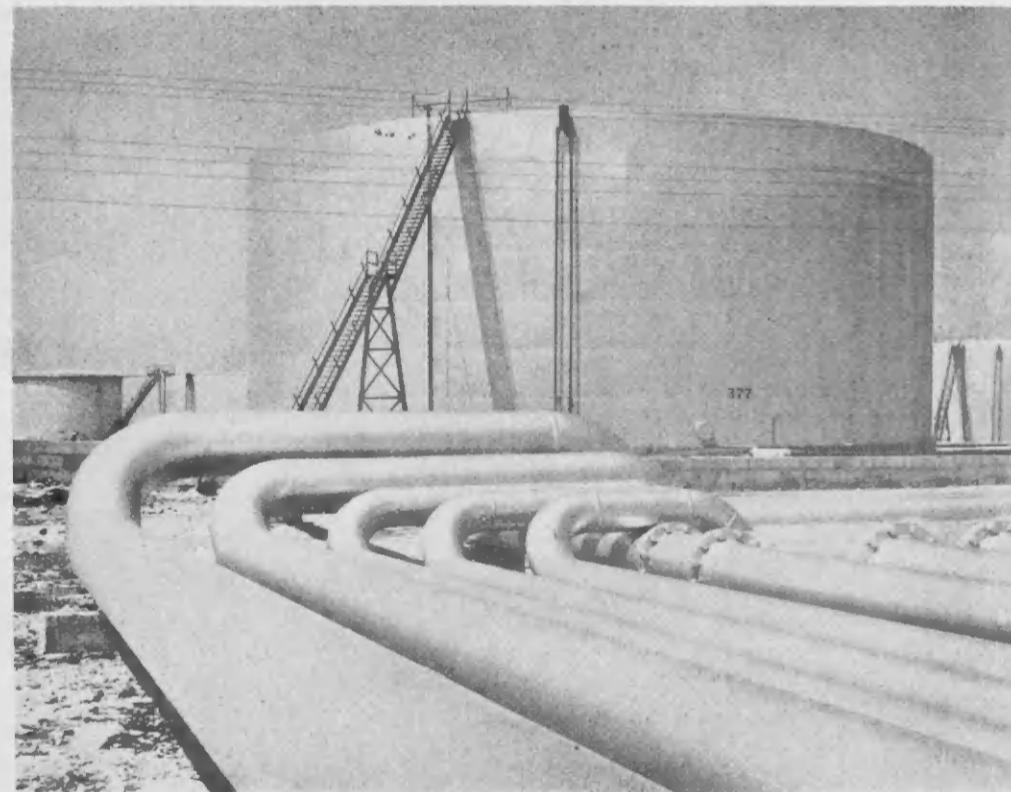
LAGO'S CAT Cracker has been a photographic subject many times over, especially when it is in Christmas tree dress. This new and different treatment is one of the most striking.

CAT CRACKER di Lago ta numeroso vez obheto di fotografía, principalmente den tempo di Pascu ora e ta dorná na kerstboom. E tratamiento nobo y diferente aki ta un di mas stranjo.

NEWS AND VIEWS



CANADA IS Gina Lollobrigida's new home.
CANADA TA e tierra nobo di Gina Lollobrigida.



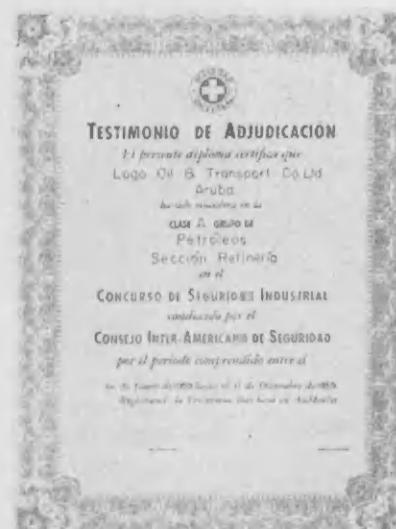
WITH PROUD parents is Scott Stanaland, who was presented with the Eagle Scout rank at recent ceremonies. It is the highest award in scouting.

CU MAYORNA orguyoso ta Scott Stanaland, kende a worde presentá rango di Eagle Scout durante ceremonianan reciente. E ta n premio di halto den padvinderij.

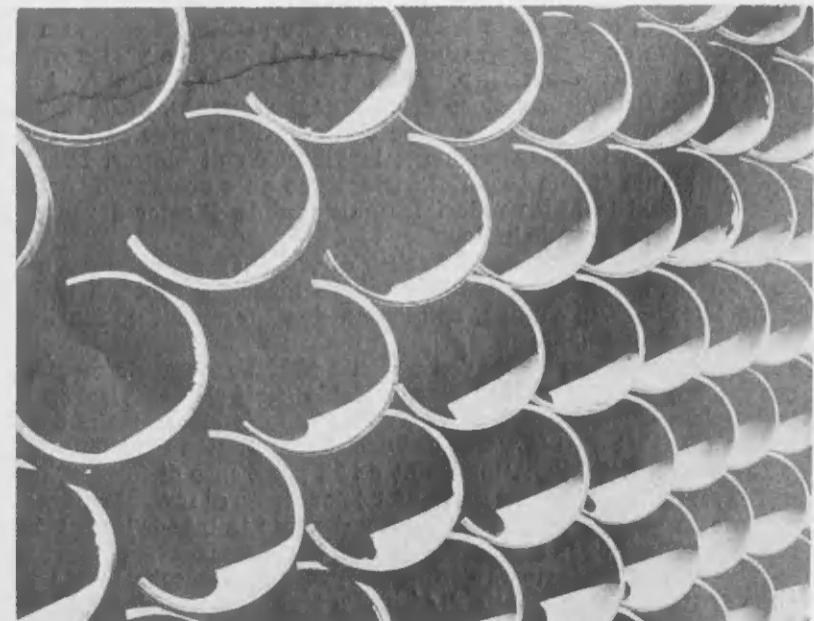


THE INSTALLATION of newly-elected officers of the American Legion for 1960 was conducted at ceremonies held recently. At the helm this year will be, left to right, J. M. Maxey, J. J. Payton, L. T. Norton, W. D. Casey, Commander J. L. Patterson, C. E. Morales, J. V. Eder, and Mrs. B. Johnson. Not present was C. R. Miannay.

INSTALACION DI oficialnan nobo eligí di American Legion pa 1960 a worde conduci durante ceremonianan tení Mei 17. Na timon e anja aki lo robez pa drechi, J. M. Maxey, J. J. Payton, L. T. Norton, W. D. Casey, Comandante J. L. Patterson, C. E. Morales, J. V. Eder y Sra. B. Johnson.



FOR THE seventh year, Lago has won a safety award from Consejo Inter-American de Seguridad. PA E di siete anja, Lago a worde presentá un certificado for di Consejo Inter-American de Seguridad pa su bon obranan den seguridad.



SODA STRAWS, macaroni — give up? Actually, the repetitious pattern was formed by neatly stacked sections of pipe elbows. STROO PA refresco of macaroni? En efecto, e vista aki ta worde formá door di ecionnan di elboog di tubo bunita stiwá.

Afiliado Nobo di Esso S. A. Fundá Na Bahama Islands

Esso Standard Oil S.A. Ltd. u worde incorporá na Islanan Bahamas y lo adquiri tur propiedadan di Esso Standard Oil S.A. cu excepcion di esnan cu ta situá ariba isla di Cuba. E corporacion nobo a worde formá Juni 27, tres dia promer cu gobierno di Cuba "interveni" den operacionnan di Essosa.

E oficina administrativo di compaonia nobo lo sigui ser na Coral Gables, Florida, na e mes direccioan usá anteriormente pa Esso Standard Oil S.A. (Essosa).

KERKI

(Continua di pagina 4)

Fls. 10,000 na pensamento. Pero segun necesidad y cantidad di miembranan tabata crece, tabata evidente cu e edificio mester a bira mas grandi.

E cantidad di miembranan a sigui aumenta. Cada un di e fielnan tabata contribui loke el tabata sinti cu el mester duna. No tin un suma fiho di contribucion den Church of Christ. En vez, cada Diadomingo e miembranon "ta duna segun nan a prospéra" (1 Cor. 16:2).

Segun anjanan tabata pasa, nan suma gespaar tabata aumenta. Gastonan a worde teni na un minimo. Servicionan a worde teni door di un di e miembranon, J. M. Shaver, assistant comptroller na Lago, kende ta un dominée laico. Na 1956 e grupo a cuminza encontra tur Diadomingo na Engineer's Club na Seroe Colorado. Miembranon y e fondo di construccion a sigui aumenta. Anja pasá un pida terreno a worde hayá for di governo na erfacht pa construi e misa.

Servicionan A Move

Servicionan a move pa Pearl of Aruba Lodge na 1959 y a promer dominee pa tempo completo di e congregacion a worde empleá, Marshall Flowers. Pa motibo di enfermedad di su esposa, Sr. Flowers mester a laga su puesto solamente seis siman despues, asina cu su esposa por a regresa Estados Unidos pa tratamiento. Atrobe Sr. Shaver tabata dominee di miembranon di Church of Christ.

Den verano di 1959, Claude A. Brown a bini for di Dalhart, Texas, pa tuma over como dominee di e kerki. Sr. Brown ta cu e congregacion desde e tempo. E tempo servicionan tabata tuma lugar den edificio di YMCA. Church of Christ tabata acercando rapidamente su fortaleza actual, y pesey un otro movecion a worde haci na Februari 1960, pa kerki di Seventh Day Adventist na San Nicolas.

Pa e tempo aki — Januari 1960 pa ser exacto — e grupo u acumula e Fls. 35,000 necesario. E contract a worde duná na Bohama Construction Company y plannan di architectura a worde trahá door di H. van Strien,

Review of Latin America Budgets To Be Held Here

The review of Latin American budgets will be held at Lago for the first time, Aug. 15 through Aug. 17. In the past, these reviews were held in the New York City area. Probable attendance from that area will include Dr. H. G. Burks Jr., H. G. Mangelsdorf, J. J. Waybright, R. M. Jackson and P. A. Burchett from Refining Coordination; J. W. Packie from Esso Research and Engineering Company, and R. H. Harvey from Coordination and Petroleum Economics.

Also in attendance will be representatives from Creole plus a single representative each from Essosa Ltd., International Petroleum Company and Esso Argentina. In addition, several Lago representatives will participate in the budgets review.

hefe di Bohama na Aruba, segun especificacionnan di e grupo. E plannan aki a worde modifíca levemente segun e edificio tabata bini cia.

Oficialmente trabao a principia Jan. 18, 1960 y a termina Juli 1. Tabata e trabao duro, yen di fe di hopi miembranon cu a produci e bautisterio cubri cu azulejo, bankinan varnisá, portana geverf, mueble, verf interior, waya, tuberia y lo demás.

Instrumental den e trabaonan aki cual u requiri numeroso oranan di tempo liber, tabata familiaran di Bob Bagwell, Joe Shaver y Ben Mullen, kende a haci mayor parti di e trabao. Hopi oranan a worde contribui tambe door di otro miembranon incluyendo George Bridgewater of Mechanical-Paint, David van Putten di Lago Police Department, Ferrow Himes y varios otro cu mientras tanto a bai for di Aruba.

Bob Bagwell a tuma e encargo grandi di pasa waya den henter e edificio cu asistencia di un electricista certificá. Bob, cu ta haci tur sorto di trabao, a traha e preekstoel, mesa di comunión y mueble di klas. Henter su vacacion local di dos siman el a pasa haciendo e trabao aki. Otro tabata schuur y varnisa banki, instala facilidadan sanitario, pone azulejo den bautisterio, verf porta y kozijn, verf paden y haci un multitud di otro trabao pa completa e misa mas pronto posible.

Awe e ta un realidad. E edificio bunita di blokki tin linjanan cu ta complementa archiectura di e isla y ta blanco brillante den solo tropical. Un vista di refuerzo ta encerra e bentananan di glas, y ta corre a lo largo de henter e edificio te e impresionante toren di klok adilanti. E kerki tin 1800 pia cuadrá di espacio di vloer. Su bankinan trahá na Surinam por sinta 150 ainda lagando espacio pa e bautisterio (e tanki cubri cu azulejo ta worde usá pa bautiza miembro nobo door di inmersion total), un cuarto pa e dominée, kambernan di sosiego y klas. Un color berde suave ta decora henter e interior.



FOR HIS idea that improved the operation of oxygen detecting analyzers, F. Llewellyn, tradesman A in Mechanical-Instrument, received a Fls. 350 CYI award in June. Total June awards were Fls. 675. PA SU idea cu a mehora operacion di analizadornan pa descubri oxygenio, F. Llewellyn, tradesman A den Mechanical-Instrument, a recibió un premio di CYI di Fls. 350 na Juni.

CYI on Oxygen Analyzer Pays F. Llewellyn Fls. 350

Top June suggester in Lago's CYI program was F. Llewellyn of Mechanical-Instrument who was awarded Fls. 350 for his idea that led to the rearrangement of sample lines on oxygen detecting analyzers at No. 5 and 6 Combination Units. Adoption of this idea has resulted in smoother operation of the analyzers and has considerably reduced instrument maintenance costs of this equipment.

A total of twelve suggestions were adopted for use in June with awards amounting to Fls. 675. June suggesters, and the amounts they received, were:

General Services	
I. Ras	Fls. 45
Mechanical	
R. E. Fancyte	Fls. 25
Garage & Transportation	
P. Semeleer	Fls. 30
Electrical	
F. Llewellyn	Fls. 350
Instrument	
P.-Cracking. Rearrange sample lines of the 02 analyzers at Nos. 5 & 6 C.U.	
Process	
T. E. Mau Asam	Fls. 30
Cracking	
T. E. Mau Asam	Fls. 25
S. B. Francis	Fls. 25
LOF	
B. Ras	Fls. 25
Rec. & Ship.	
V. Wernet	Fls. 35
Utilities	
P. H. Ferrol	Fls. 35
Technical Service	
H. A. Kelly	Fls. 25
EIG	
M. A. Reiziger	Fls. 25

Presupuestonan Latino Americano Repasá na Aruba

E repaso di presupuestonan Latino Americano lo worde teni na Lago pa di promer vez, Aug. 15 pa Aug. 17. Den pasado, e repaso di presupuesto aki tabata worde teni rond di New York City. Hendenan cu probablemente lo atende for di aya banda ta Dr. H. G. Burks Jr., H. G. Mangelsdorf, J. J. Waybright, R. M. Jackson y P. A. Burchett di Refining Coordination; J. W. Packie for di Esso Research and Engineering Company, y R. H. Harvey di Coordination and Petroleum Economics.

Tambe atendiendo lo ta representanten di Creole plus un representante cada uno di Essosa Lt., International Petroleum Company y Esso Argentina. Ademas, varios representanten di Lago lo participa den e repaso aki.

Schedule of Paydays

Semi-Monthly Payroll	Monday, Aug. 8
July 16-31	
Monthly Payroll	
July 1-31	Tuesday, Aug. 9



HONORED AT a June 13 luncheon was James A. Potter of Mechanical Pipe, who left for retirement in the near future. Left to right are B. J. Bruever, W. A. Zandwijken, Mr. Potter, J. R. Proterra, J. A. Labega and G. A. Bennett.

HONRA NA un comida Juni 13 tabata James A. Potter di Mechanical Pipe, kende lo retira den futuro cercano.

Projecto Grandi Di Dragamento A Keda Cla Awe

E di cuatro projecto grandi di dragamento den haaf di San Nicolas a keda cla awe. Un total di 1,280,000 yarda cubico di material, incluyendo mas of menos 50,000 yarda cubico di piedra, a worde sacá door di e dos draga di Amsterdamse Ballast Maatschappij y bentá leuw afor na lamar. E projecto di Fls. 3,000,000 ta encapacita Lago pa tene paso cu e tamano cresciente di tanqueronan grandi y ta permiti recibimento sin restriccion di gigantenan di 50,000 ton peso morto cu a manda trinta y nueve pia di awa den verano.

Tempo cu e projecto di dragamento a cumenza Juli 24 anja pasá, u worde pronosticá cu tanqueronan di 50,000 ton peso morto lo cumenza usa facilidadnan di Lago despues di 1960. Sinembargo, Agrigentum — un tanquero di 50,450 ton peso morto — a drenta haaf di San Nicolas Juni 12 y a sali cu 47,937 ton di combustible y mandando trinta y ocho pia di awa.

Cu completacion di e ultimo projecto di dragamento aki, e haaf mayor a worde cobá te un profundidad di cuarenta y dos pia, e dos kaanalan di entrada a worde cobá te cuarenta y cinco pia y e sitio di awa hundo banda di zuid di haaf a worde extendi door di kita un parti di rifna na su punto di mas hancho. Ademas, e basinnan tanto na Finger Pier No. 1 y No. 4 a worde dragá mas largo y mas hundo.

Hopi Milion na Cuba

(Continua di pagina 1)

den palabranan igualmente fuerte.

E nota di Estados Unidos tabata recorda gobierno di Cuba di e contribucionan valioso haci na economía di Cuba door di e companianan Americano den ultimo cincuenta anja. E tabata bisa cu e aserción haci na e companianan cu segun ley nan ta obligá pa refina petroleo Russo bao stipulacionnan di e Ley tocante Combustible Mineral di 1938 tabata sin base como e ley tabata intencioná pa aplica solamente ariba refinacion di petroleo sacá for di suelo Cubano.

E embajador di Estados Unidos na Cuba a menciona despues e Decreto Ley di 1954 segun provision di cual e refinieran cu a worde interveni y ocupá a worde construí o extendi pa un costo halto. "..... ta establece un regimen special, incambiable di 20 anja pa e refinieran cu ta qualifica segun e ley aki y expresamente ta stipula cu tal refinieran ta worde goberná exclusivamente bao di su provisionnan..... Ningun camina den e provisionnan aki of den reglanan emití bao di nan, tin un requerimento cu e refinieran aki mester procesa azeta crudo di gobierno di cualquier forma." E nota a sigui bisa cu expansion di e refinaria di Essosa na 1957 tabata bao di e comprendemento cu e compania

tabatin e derecho pa furni y refina su mes crudo.

Varios dia despues di e intervencion, Standard Oil Company (N.J.) a expresa su sentimentonan y a extende mensaje aki na u donyo y operadornan di tanquero den mundo liber:

"Standard Oil Company (N.J.) y su afiliacion, en respecto compromisionan futuro, lo tuma na consideracion si donjonan di tanquero ta bende of contrata tanqueronan na Rusonan pa cualquier servicio, y també lo tuma na cuenta den futuro cual operadornan di bapor ta furni tanquero pa transportacion di crudo Russo for di Mar Negro."

Intervencion Illegal

Pues, un luz nobo a worde bentá ariba e intervencion, cual a worde munstrá como illegal door di gobierno di Estados Unidos. Promer Ministro Castro desesperadamente mester di tanquero pa trece Cuba e azeta cu awor mester bini en cambio pa sucu Cuban.

Tempo cu gobierno di Castro a subi na poder Jan. 1, 1959, e debe di Esso Cuba na Esso Export tabata coriente. Diez-dos luna despues, na fin di 1959, restriccionan ariba terreno di divisas a cause'e di subi te \$15.3 milion. Esaki a subi pa \$26.4 milion na momento di e intervencion.



THE JULY 1 retirement of James A. Havertong of Mechanical-Machinist was honored with a June 15 luncheon. Left to right are Mrs. A. Marcus, Mr. Havertong, J. R. Proterra, Mrs. E. A. Lo-A-Njoe, E. A. Gums and J. S. Branham. The two ladies are daughters of the retiree. PENSIONAMENTO JULY 1 di James A. Havertong di Mechanical-Machinist a worde honrá cu un comida Juni 15.

C. Schotborgh Nombra Hefe Di Commissary

Cornelis W. G. Schotborgh a worde nombrá hefe di Wholesale Commissary den departamento di General Services. E promoción ta bai den vigor dia 1 di Juli.

Sr. Schotborgh a cuminza traha na Lago dia 16 di November 1959 como asistente den General Services. Dia 1 di Mei el a bira hefe interino di Wholesale Commissary. Promer cu el a cuminza traha pa Lago, Sr. Schotborgh tabata asistente di director di departamento di Asuntuan Economico di gobierno insular di Aruba for di 1957 te November 1959. Promer cu esaki el a siri casi seis anja na Corsoe, su isla natal, como asistente di director di Aviacion Civil. Sr. Schotborgh tabata un oficial di vuelo den Fuerza Aerea Holandes di 1944 te 1950. El tabata stacioná na Oost Indie unda el a subi te na puesto di comandante di un vliegveld na Kupang ariba isla de Soenda.

HANS BRINKER

(Continua di pagina 2)

cion remarkable di e toren ora biento fuerte. Ariba e manta di Juli 4, tabata parce manera cu e tabata zwaai mas cu nunca. Di su mes iniciativo Juli a decidi pa bai na e lugar pa tira un vista. Podiser tabata e decision mas importante di su bida hoben. Segun e toren tabata zwaai el por a mira un kraak distinto den e punto aboa di un duim diki net na unda e ta geweldo na aguante di staal di e toren. Mes ora Julio a reporta loke el a descubri. E toren a worde asegurá cu cable na torennan den vecindario y hendenan di EIG a cai na trabao pa determina grado y seriedad di e kraak.

Despues di limpia e lugar, y haciemento di test cu magnaflux y cobamento, nan a descubri cu e kraak tabata corre rond di casi dos tercera parti di circumferencia di e aguante y tabata hasta siete octavo duim diki banda pa zuid! E kraak a worde movi completamente, e costura di welding a worde hací di nobo y e punto original di tension halto, cual a causa e kraak, a worde eliminá trahando contorno adecuado pa e weld acabá.

Como inspector di material, Julio entrena pa localiza sitionan cu por duna dificultad. Pero den e caso aki su accion tabata ademas di su debernan regular. El a kito for di su camino pa controla un condicion peligroso. Tur empleado mester keda recorda e incidente aki.

NINE RETIRE

(Continued from page 1)

cleaner and was promoted to special cleaner in November, 1955.

Mr. Kock began his Lago career Jan. 27, 1941, as a laborer B in the dry dock craft. He advanced to dry dock helper B then transferred to the shipyard as a dry dock helper A in October, 1946. He was promoted to boilermaker C in December, 1952, and then transferred to Mechanical Boiler in October, 1954, as a boilermaker helper A.

Mr. Rasmijn started with the company March 14, 1930, as a carpenter in Mechanical-Carpenter. He advanced through the ranks to carpenter C in 1936. He transferred to General Services-Operations Division-Crafts in May, 1943, and subsequently was promoted to carpenter B in January, 1949.

Mr. Gomez joined the Esso Transportation Company, Ltd. June 14, 1928, as a sailor. He remained there until 1930. He joined Mechanical-Yard in 1935 as a laborer second class and subsequently advanced to laborer B in 1942 and laborer A in 1943. He became a rigger helper A in August, 1951.

Mr. Vries began his Lago service Oct. 21, 1930, as a helper in Mechanical-Boiler. He transferred to Mechanical-Pipe in September, 1932, as a helper and advanced to pipefitter helper B in August, 1944, and pipefitter helper A in February, 1945.



LUCKY TICKETS in the recent American Legion raffle were held by W. G. Beyer, shift foreman in Process-LOF, left, and J. Kelly, process helper A in Process-Utilities. Mr. Beyer took home a 1960 Valiant and Mr. Kelly got the Fiat 600 sedan.

E CARCHINAN di suerte den e reciente rifa di American Legion tabata di W. G. Beyer, shift foreman den Process-LOF, robez, y J. Kelly, process helper A den Process-Utilities. Sr. Beyer a bai cas cu un Valiant 1960 y Sr. Kelly a haya e sedan Fiat 600.

F. C. Donovan A Presenta Oloshi Pa Servicio nn 12

Oloshi di oro pa servicio a worde presentá na diez-tres empleado mas tempran e luna aki pa commemora nan binti-cinco anja di servicio na Lago. E oloshinan, cada un inscribi cu nombre di e recipiente y fecha di presentacion, a worde presentá na diez-dos homber July 6.

Esnan cu a recibi e oloshinan for di F. C. Donovan, gerente general interino, tabata J. W. Brooks, Utilities; E. Koolman, Utilities, y L. De Mey, Receiving & Shipping (Wharves), tur di Process Department; L. J. M. Henriquez, Administration; P. A. Franken, Welding, y D. Maduro, Pipe, tur di Mechanical Department; S. W. Connor, Commissaries; L. A. Froston, Commissaries, y J. M. Geerman, Operating Division (Crafts), tur di General Services Department; S. J. Croes, Employment Group, y N. Brete, Records & Files Group, tur dos di Industrial Relations Department, y I. J. Kirkman, TSD-Engineering. H. de J. Quijada, anteriormente di Mechanical-Machinist, a worde presentá su oloshi July 2.

Nuebe Empleado Lo Retira den Futuro Cercano

Cuatro empleado di largo servicio a laga Lago anteriormente e luna aki pa retira den futuro. Cinco mas, tambe hombernan di largo tempo di servicio, lo pensiona Aug. 1. Hubert E. T. McMillan, cleanout corporal den Mechanical-Yard, a laga Lago July 10 mientras Ricardus A. Kelly, crane operator II den Mechanical-Garage; Alberto Besaril, cleanout man den Mechanical-Yard, y Ernest W. Hassel, transportation helper A den Mechanical-Garage and Transportation, a laga Lago July 11, tur pa retira den futuro cercano. Esnan cu ta retira Aug. 1 lo ta Cayetano D. Manuela, janitor den Medical Department; Federico H. Kock, boilermaker helper A den Mechanical-Boiler; Dominico Rasmijn, carpenter B den General Services-Operations Division-Crafts; Jesus Gomez, rigger helper A den Mechanical-Yard, y Jacinto Vries, pipefitter helper A den Mechanical-Pipe.

Sr. McMillan

Sr. McMillan a cuminza traha cu compania Aug. 6, 1929, como laborer den Process-Cracking. El a worde promovi pa stillcleaner A na 1939 y chamberman na 1945. El a transferi pa Mechanical-Yard como chamberman na Augustus 1947, y a worde promovi pa cleanout corporal na Juli 1953.

Sr. Kelly a cuminza traha cu compania Sept. 18, 1941, como laborer D den Mechanical-Yard. Pa medio di un serie di promoción el a avanza pa Corporal C na 1944 y crane operator B e mes anja. El a transferi pa Mechanical-Garage na Augustus 1946 como crane operator II.

Sr. Besaril a cuminza su carera na Lago Oct. 16, 1929, como trahador ariba waaf. El a traha como laborer den Mechanical-Pipe, den division di meslá y na drydock promer cu el a transferi pa Mechanical-Yard na September 1954. El a worde promovi pa cleanout helper na 1954, cleanoutman B na 1956 y cleanoutman na 1957.

Sr. Hassell a cuminza traha na Lago Feb. 13, 1931, como janitor y despues a bira verfdó na drydock. For di 1932 pa 1936 el tabata watchman C y B den Lago Police Department y despues el a bolle drydock na 1945. El a transferi pa Mechanical-Garage and Transportation como labor helper A na Maart 1948, y a bira transportation helper A na 1956.

Sr. Manuela a cuminza su servicio cu compania Maart 6, 1934, como nabegante den Esso Transportation Company, Ltd. El a worde promovi pa kwartiermeester na 1942 y bootsman na 1943. El a transferi pa Departamento Medico na October 1954, como cleaner y a worde promovi pa special cleaner na November 1955.

Sr. Kock a cuminza su carera na Lago Jan. 27, 1947, como laborer B den drydock. El a avanza pa drydock helper B y despues a transferi pa shipyard como drydock helper A na October 1946. El a worde promovi pa boilermaker C na December 1952, y despues a transferi pa Mechanical-Boiler na October 1954, como boilermaker helper A.

Sr. Rasmijn

Sr. Rasmijn a cuminza cu compania Maart 14, 1930, como carpenter den Mechanical-Carpenter. El a avanza door di rangonan pa carpenter C na 1936. El a transferi pa General Services-Operations Division-Crafts na Mei 1943, y despues a worde promovi pa carpenter B na Januari 1949.

Sr. Gomez a cuminza traha cu Esso Transportation, Ltd. Juni 14, 1928, como nabegante. El a keda aki te 1930. El a cuminza traha na Mechanical-Yard na 1935 como laborer second class y despues a avanza pa laborer B na 1942 y laborer A na 1943. El a bira rigger helper A na Augustus 1951.

Sr. Vries a cuminza su servicio na Lago Oct. 21, 1930, como helper den Mechanical-Boiler. El a transferi pa Mechanical-Pipe na September 1932, como helper y a avanza pa pipefitter helper B na Augustus 1944, y pipefitter helper A na Februari 1945.



SHORTLY BEFORE H. de Paauw, shop foreman in Mechanical-Instrument, left for retirement, fellow employees presented him with a silver tray and cups and a photo scrap book. He left for Holland July 14.

POCO PROMER cu H. de Paauw, shop foreman den Mechanical-Instrument, a retira, companeronan di trabao a presente'e un schaaltji di plata y koppi y un foto scrap boek. El a sali pa Holanda Juli 14.